

Hongkong Daily Press.

ESTABLISHED 1857

No 13,388 號捌拾捌百叁千叁萬壹第 日捌十月式十年六十二緒光 HONGKONG, WEDNESDAY, FEBRUARY 6TH, 1901. 叁拜禮 號陸月式年壹零一九千壹英港香 PRICE, \$2½ PER MONTH

A. S. WATSON & CO., LIMITED.

SUNDAY HOURS OF BUSINESS.
FROM this date THE HONGKONG DISPENSARY will be OPEN for BUSINESS on SUNDAYS from 10 A.M. to 1 P.M.
Medicines and necessities can be procured at other times from the English Assistant on duty.

A. S. WATSON & CO., LIMITED.

Hongkong, 26th January, 1901. [a183]
CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON, Hongkong, 18, Prince of Wales Street.

JOHN WALKER & SONS.

KILMARNOCK WHISKY.
This Whisky is renowned. Fine Old Highland Whiskies are supplied by CUTLER, PALMER & CO., and are obtainable in Hongkong of SIEMSEN & CO.
Hongkong, 26th July, 1897. [a183]

CUTLER, PALMER & CO.

Price \$10.75 per Dozen.
Net.
Blend of Selected Distillations of the Finest Scotch Whiskies.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour.
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour.
11.30 a.m. to 3.00 p.m. Every quarter of an hour.
3.30 p.m. to 5.30 p.m. Every quarter of an hour.
5.30 p.m. to 7.30 p.m. Every ten minutes.
7.30 p.m. to 8.00 p.m. Every fifteen minutes.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
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8.15 a.m. to 10.15 a.m. Every half hour.
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Noon to 2 p.m. Every quarter of an hour.
2.45 p.m. to 8 p.m. Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 68 & 70, Queen's Road Central.
JOHN D. KUMMER & SON, General Managers.
Hongkong, 2nd February, 1901. [a250]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Repairs executed with promptitude and skill. Enamelling a speciality.
McKIRDY & CO.,
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [a2509]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 2nd July, 1900. [a3102]

WILLIAM MACLEOD, D.D.S., DENTIST.

BRISTOLFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank).
Hongkong, 10th November, 1900. [a73]

RUINANT PERS & FILS REIMS.

Established 1716.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO., Sole Agents.
Hongkong, 17th May, 1898. [a321]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT.

\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.

DOURO PORT, \$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY, \$20 PER DOZ.

LA TORRE SHERRY, \$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—D.O.M., \$39.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

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EXTRA SPECIAL FINEST LIQUEUR WHISKY.

A BLEND-COMPOSED OF THE FINEST HIGHLAND WHISKIES, THOROUGHLY MATURED IN SHERRY CASKS IN BOND.

MILD AND MELLOW.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 31st January, 1901. [a40]

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DRESS SHIRTS, DRESS SHOES, DRESS TIES, DRESS GLOVES, &c., &c.

SCHLITZ WORLD FAMED BEER.

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

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SIMPLE AERATED WATER, LEMONADE, SODA WATER, SARSAPARILLA, GINGER ALE, TONIC WATER, RASPBERRYADE, LEMON SQUASH.

FURNISHING DEPARTMENT.

WINTER SEASON'S GOODS JUST ARRIVED.
COMPLETE HOUSEHOLD FURNISHING.
LARGEST STOCK OF BEDSTEADS, CARPETS, LINOLEUMS, CURTAINS, &c., IN THE EAST.

ESTIMATES FREE.
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BACON CAVIAR IN TINS.
BONELESS ANCHOVIS, SARDELES AND MACKERELS IN OIL.
FRIED SWEDISH LAMPREYS IN OIL.
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FRIED BALTIC DELICATESS EEL.
SPROUTS IN OIL. PRESERVED LAX. STUFFED AND PLAIN OLIVES.
FRESH GRUYERE, ROQUEFORT, CAMEMBERT, LIMBURGER, &c., CHEESE.
FRESH GERMAN METTWURST SAUSAGES.

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WHISKY

\$12 PER DOZ.

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12, QUEEN'S ROAD.

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SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.
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MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
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ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent THOMAS SKINNER.
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LADIES' and GENTLEMEN'S BLACK and BROWN WALKING SHOES.
GAMES of all Kinds.
PLAYING CARDS in Great Variety.
23 & 25, Queen's Road, Hongkong. [a37]

NOTICES OF FIRMS

NOTICE.

WE have This Day Appointed MESSRS. WATTS, EDWARDS & CO., of Hongkong, our Sole Agents for that City, South China, and Manila.
O'NEILL, WARNEFORD & CO., London, 19th January, 1901. [a78]

NOTICE.

WE have This Day ESTABLISHED ourselves as Sole Agents in Hongkong, South China, and Manila for MESSRS. O'NEILL, WARNEFORD & CO., Manufacturers and Merchants, of London, Manchester, Birmingham and Hamburg.
WATTS, EDWARDS & CO., Hongkong, 21st January, 1901. [a79]

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HONGKONG HOTEL.

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
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All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [50]

THE

PEAK HOTEL.

City Office: 7, Duddell Street. [93]
HOTEL CRAIGIEBURN.
PLUNKET'S GAP, The PEAK, near the Tram Terminus.
Tel. 56.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.
A FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS TO FAMILIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A. FONSECA, Manager.
Hongkong, 1st December, 1899. [52]

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THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS, Proprietors.
Hongkong, 8th September, 1900. [3096]

HING KEE HOTEL.

(ESTABLISHED 1873)
MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.
CURRIES A SPECIALITY.
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
SARKIES BROTHERS, Proprietors.
Hongkong, 16th August, 1900. [221]

DAVID COBSAR & SON'S MERCHANT NAVY.

WATTS BOILED LONG FLAX CANVAS. RELIANCE CROWN TARPULING. ARNHOLD, KARBURG & CO. Sole Agents. [3190]

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A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

- A—THORNE'S BLEND, White Capsule, \$10.80
- B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
- C—WATSON'S ADELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD BLACKBURN SCOTCH WHISKY, GOLD CAPSULE 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ADELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of SUPERB QUALITY, and PROUDLY ANNOUNCED BY LEADING LOCAL CONNOISSEURS TO BE THE BEST BRAND IN THE HONGKONG MARKET.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

BIRTH.

On the 29th January, at Foochow, the wife of GEORGE L. GRIM, of a son. [43]

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6th February, 1901

THE Diplomatic and Consular Reports issued by the Foreign Office continue to come out. The latest to hand, a very interesting report, is that of Mr. Acting-Consul LITTON on the trade of Suemao (Sze-mao) and Mengtze for the year 1899. Though we have heard little of late about Yunnan, apart from the troubles last year between M. FRANCOIS and the Chinese officials, and the withdrawal of foreigners from the province, there can be no doubt that in the future the question of Yunnan will assume much greater importance, even if Yunnan is only to be considered as the threshold of Szechuen and the Upper Yangtze region. It is nearly two years ago now since we had before us the report of Mr. J. W. JAMIESON, Acting British Consul at Suemao, on the "Prospects of development of commercial intercourse with South-western Yunnan and a short account of the trade of Suemao." Mr. JAMIESON in that report found it difficult to understand on what grounds sanguine hopes of Yunnan's future prosperity were based, seeing what little support such hopes received from competent observers. He said: "Apart from minerals, the province possesses few other resources, and the inhabitants are unenterprising and lazy to a degree. So long as they can grow enough rice to feed themselves and procure enough cotton wherewith to make the few articles of clothing necessary in this 'equable climate, they are content.' As far as Suemao is concerned Mr. LITTON's report is no more hopeful than was Mr. JAMIESON's. He is of opinion that there is little chance that the foreign trade of the town will ever assume considerable proportions; the importance of the place has been grossly exaggerated, he says, and its opening to trade has resulted in no benefit to British interests. In itself a town of 1,800 houses, chiefly mud-built, with a population of 9,000, in Kwangtung it would only be regarded as a large village. It is in a mountainous and poor region, and the population consists largely of Shans, Lolo, etc. Communications are execrable. There are no important local products, except the tea industry cen-

tered at Iping and the salt industry near Pterh. Tropical rains and malaria cut off trade with the Shan States to the south and south-west almost entirely for the four months from June to September. "Thus," says Mr. LITTON, "all the conditions necessary for a flourishing British commerce are conspicuous by their absence, and it is so remote (eighteen stages) from Yunnan-fu, the provincial capital, and news percolates so slowly, that the officer stationed at Suemao can only be very imperfectly informed of what is going on in Chinese official circles." Mr. LITTON substantiates his remarks on Suemao's trade with figures which bear out his conclusions, and certainly cannot be said to fail to establish his case.

Of Mengtze, the other open mart of the Yunnan southern frontier, Mr. LITTON speaks far otherwise. It has been, he says, a conspicuous success. "Near the Tonkin border, within eight easy stages from Yunnan-fu, enjoying an excellent climate, and only a day and a half's journey from Mianha, the head of navigation on the Red River, it is very favourably placed for trade, and is the commercial key of the best districts of Yunnan. The imports for the three years 1897-9 have reached the figures £389,029, £398,748, and £543,216; the exports, £171,882, £198,056, and £306,036. The principal imports were yarns, cotton and woollen goods, tobacco, and matches; the principal exports, tin in slabs, opium, and Pu-erh tea. Its contiguity to the French frontier is of great advantage to that nation, for whose officials and soldiers in the unhealthy Red River valley it is the natural sanatorium. But it is as Mr. LITTON points out, a notable fact that in 1899 only £59,800, or a little over seven per cent. of the total trade of £854,252, was to or from the French Colonial Empire. All the rest went from or came to Hongkong. The satisfactory development of the Mengtze trade Mr. LITTON attributes to the four reasons following:—(1) The Red River is the natural trade route between Hongkong and Yunnan, the land carriage being much less than by the West River route. (2) The respect paid to transit passes by the local officials in Yunnan is very beneficial to the trade. (3) The considerable tin product (important mines are near Mengtze) enables the Yunnanese to pay for their cottons and yarns. (4) The tranquility of the Red River, formerly much infested by pirates, had been secured by the French authorities. (5) The unsatisfactory conditions of the West River route has driven the trade to the rival route. The considerable opium trade for the Canton market along the West River in spite of the blackmail levied by pirates, continues because the combined risks of bad roads, brigands, and *lekis* are more than counterbalanced by the heavy charges for exporting from China into French territory and re-importing into China via Hongkong. For the complete development of the Mengtze trade, Mr. LITTON says, a railway from Hanoi or Haiphong to Yunnan-fu via Mengtze is indispensable, though it might take a long time before it would pay its way. The French for some years past have been considering the question of a complete railway system for Tonkin, and an extension from Laokai, the present head of Red River steam navigation, to Yunnan-fu is contemplated, but the Chinese officials, gentry and the literary class offer strenuous, if covert, opposition. Physically the only difficulty, according to Mr. LITTON, in the ascent of nearly 4,000 feet from the River valley to the Mengtze plateau. The prospects of Mengtze appear from the report before us to be as bright as those of Suemao are gloomy.

If British enterprise is to attack Western China, on a line of its own, Suemao on Mr. LITTON's showing is useless as an objective, and of Western Yunnan as a whole he has as poor an opinion as Mr. JAMIESON and previous observers formed of the region. He does not, however, speak so despairingly of railway prospects as they did. It may be remembered that Mr. COLSON'S BAZON, some years ago now, spoke of "improving the road from Burma to Yunnan-fu by piercing half a dozen Mont Conis tunnels and erecting a few Menai bridges." Mr. JAMIESON quoted this with approval, and said that the same remark held good for any projected railway in southern and western Yunnan into Szechuen. Mr. LITTON, on the other hand, mentions briefly two routes to Yunnan-fu through British Burma, one from Mandalay to Kunlon Ferry across the Salween, and to Yunnan-fu via the Nam Ting Valley and Shunning-fu, the other along the Irrawadi to Bhamo and thence to Tengyueh (Momein), Tali, and Yunnan-fu. The first route he considers expensive and valueless, except as part of a larger scheme for a line to Szechuen and the Yangtze. It would pass through exceedingly poor and difficult country east of the Salween, and Shunning is a third-rate tumble-down city. Of the second route he says:—"A good part of the country on the high road from Tengyueh to Yunnan is well

populated. Several Chinese officials of experience have expressed to me the belief that when this route is properly opened the imports by it will equal those by the Mengtze route. At present only a small portion of the latter go north or west beyond Yunnan-fu. It is, however, unfortunate that there does not appear to be any staple export in the Tengyueh district, such as tin at Mengtze, which will enable consumers to pay for their imports. Still the history of the Mengtze trade proves that the Yunnanese possess the commercial instincts of the Chinese race, and if the Bhamo-Tengyueh route at all answers to expectations, the minor enterprise of a railway between those two towns will be well worth considering." At any rate it appears from Mr. LITTON's studies that the best chance for British enterprise in Western China along a British line will be by way of the second route. How far the engineers who were prospecting in Western Yunnan at the end of 1899 and beginning of 1900 agree with him we are not in a position to judge yet. There can, however, be little doubt that some day an attempt will be made to tap Western-most China on some such line as Mr. LITTON mentions, and the results may be as surprising as many previous commercial enterprises which have been coldly received for many years after their first suggestion. Undoubtedly beyond Yunnan there are vast resources, which must one day be exploited.

We understand that H.E. the Governor yesterday received a telegram from the Secretary of State conveying from the King personally the grateful thanks of himself and the Queen to the people of Hongkong for their expression of sympathy on the death of his beloved mother. A special *Gazette* will be issued to-day.

We have received from A. Hing, photographer, of 20, Queen's Road East, an excellent photograph of the Proclamation Ceremony on the Cricket Ground.

There will be a matinee of Hamerton's Circus to-day and the usual performance at night. Last night another good tent witnessed the show, undisturbed by the cold.

Yesterday morning residents at the Peak had the unusual experience, of late years, of seeing icicles. One tennis-court, too, we are told, had an inch of ice on it in a place where there was some standing water on the previous night.

What appears to have been a rather serious fire broke out yesterday at Yaumati amongst a number of launches and junks. Details are not yet to hand, and it is therefore impossible to estimate the exact proportions of the outbreak or even the approximate amount of the damage.

About one o'clock yesterday morning a fire broke out in a medicine shop at 289, Queen's Road West. It spread with such rapidity that in fifteen minutes the shop and the one adjoining were entirely burnt out. The Fire Brigade, under Captain Superintendent May, with difficulty kept the fire confined to its original location, and were eventually successful. Nothing was saved from the two shops concerned, and the owner of No. 287 states that there was \$100 in money left on the premises. Both places were insured. The origin of the fire has not yet been ascertained.

We are requested to announce that the new Sailors and Soldiers' Home at the corner of Arden Street, Praya East, now finished, will be formally opened to-morrow, February 7th. Mrs. F. H. May will declare the Home open at 3.30. There will be a public tea at 5 o'clock, to be followed at 7.30 by a public meeting in the big hall, over which J. Pitt Egan, R.N., will preside. The programme of the evening meeting is said to be an attractive one, and many who have already shown practical sympathy with this new Home, will no doubt be present, either at the opening ceremony or the evening meeting.

We draw our readers' attention to the announcement appearing elsewhere of a Boxing Tournament which is to take place at the Theatre during the forthcoming Race Week. Excellent patronage has been obtained, and the management will be in the hands of Mr. C. T. Robinson, light-weight amateur ex-champion and winner of two of the V. R. C.'s competitions. No pains are to be spared to make the tournament a success, and considerable improvements are to be introduced with regard to the ring and the seating accommodation. Boxers are requested to note that entries close on Saturday next, and that the prizes offered aggregate no less than \$1,500. A good entry should be secured.

The *Sugrê*, the second of two gunboats built for the Siamese Government by the Hongkong and Whampoa Dock Co., Ltd., went out on her official trial yesterday. Mr. Jensen, Engineer-in-Charge, Siamese Navy, and Mr. Mumford of Lloyd's Registry represented the owners. Mr. Gillies and Mr. Cooke were also present. The trial was very successful in every way, the engine working smoothly and without any signs of heating, the speed attained being eleven and a half knots over the Admiralty two-knot course. At the finish of the trial, Mr. Jensen expressed his satisfaction with the results and the general work and finish of the vessel. It may be mentioned that the sister gunboat *Sak* made the passage down to Bangkok in 6 days 4 hours, where she was delivered to the Siamese Government. Admiral de Rialles in taking over the gunboat seemed very pleased with her appearance and with her behaviour on the passage down.—Continued.

There were no cases of communicable disease notified occurring in the Colony during last week.

The Police regulations for the approaching Chinese New Year and the Race Meeting on the 26th, 27th, and 28th instant, are published in the *Gazette*.

A Minneapolis telegram states that the death is announced of Dr. Ignatius Donnelly, the proponent of the theory, which he endeavoured to prove by his cryptogram, that Shakespeare's plays were written by Bacon.

The Russian and French Embassies at the end of last year addressed a protest to the Portuguese authorities of the Dardanelles having prevented the French steamer *Ville Naïve*, which had on board 819 Russian troops who were returning from Port Arthur, from passing through the Straits. The Turkish authorities gave as a reason for their action that the soldiers were armed.

George J. Rice, the editor of the *Daily Bulletin*, Manila, was arrested, on January 23rd, and confined at Anda Station awaiting deportation for publishing an article which is called by the authorities derogatory to the character of the Captain of the Port of Manila. He will go to the United States on the *Pennsylvania*. The order for his deportation states that investigation having been made apparent and the result communicated to the said Rice, he replied in an insolent and defiant manner that he would reiterate the charges when and where he saw fit. He is therefore regarded as a dangerous incendiary and a menace to the military situation and will be deported.

The Chargeurs Reunis Company are inaugurating a new line of steamers between France and Indo-China, states the *Ceylon Times*, but according to information received locally, the steamers leaving Dunkirk once a month will go via Cape, the service probably having no connection with Colombo. The service will not be inaugurated for some months to come. It is stated that nine steamers will be assigned to it. One of the directors of the Chargeurs Reunis Company passed through Colombo in September, probably in connection with the proposed new service. At present there are only two French line of steamers between France and the East, that of the M.M. Company and the Compagnie Nationale.

Mr. Kruger, when war broke out, announced that the Boers would "stagger humanity." They have, indeed, done so, writes a correspondent in South Africa, not by the temporary success of a warlike people fighting strictly on the defensive in their own country, and favoured by modern weapons, and assisted by the fact that their enemy's reserves were many thousands miles distant across the seas, but by the already apparent deep-rooted antipathy of the Dutch race to acknowledge defeat, to accept the inevitable, to acquiesce in a system of government, under which they will be quite as free and infinitely more prosperous than under their own antiquated oligarchy. Such blind obstinacy, such unreasoning decision not to accept facts, is, indeed, enough to stagger humanity, and the manner in which blood is being shed on both sides, and an enormous country laid waste, to satisfy the rice prejudice of the remnant of a defeated and proscribed people, is one of the most remarkable features of modern history.

Last week, says the latest copy to hand of the *Union*, some of the lady members of the China Inland Mission were ordered to return to their station at Yangchow, but when they reached Chinkiang the British Consul refused to allow them to proceed. The British Consul at Changking has also refused to allow lady missionaries to proceed into the interior. Sensible Comma. It does seem to us inexplicable, continue our weekly contemporary, that missionaries are being sent to inland places under present circumstances. It is not fair to the native officials who may be only too willing to protect them but may not always be able to do so, for some firebrand or other may easily evade the vigilance of the officials and then the mischief is done. It is a pity some of the missionaries have not more of the wisdom of the serpent, though they may have plenty of the harmlessness of the dove.

Reporting on Sir Edward Law's inquiries as to the possible means of increasing the popularity of Currency Notes, the Bengal Chamber of Commerce lays down the proposition that Currency Notes are popular in exact proportion to their exchangeability, and it thinks that little progress can be made in the direction of ensuring a free use of currency notes by natives generally, until the Government has succeeded in imparting confidence with regard to their convertibility. This the Chamber holds can only be effectually done by changes in the direction of affording facilities for encashment of notes of every Circle at every treasury in India. Since this, however, is stated by the Government to involve too great an obligation, the Chamber suggests that a beginning should be made by undertaking to do it for five years as an experiment in some selected areas; and for this purpose it asks that Bengal, including Assam and the great centres up-country of the wheat, seed, and jute trade, should be selected. The Chamber points out that the very fact of encashment being rendered easy for a prolonged period in such an area would of itself lighten the obligation, since holders, knowing they could cash at any time, would for this reason resort less immediately to changing their notes. The Chamber, however, thinks that an increase in the amount of rupees held in Government Treasuries is an indispensable preliminary to any such experiment.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 4th February, 7.20 p.m.

RUSSIA AND PRINCE TUAN.

A private despatch received here from Peking states that Russia forbids the execution of Prince Tuan.

THE LATE QUEEN'S FUNERAL.

LONDON, 4th February, 7.20 p.m.

THE LAST CEREMONY AT FROGMORE.

The Queen was buried in the Royal Mausoleum at Frogmore to-day. The funeral was a public spectacle by the King's command. Only the final ceremony was strictly private.

THE WAR IN SOUTH AFRICA.

LONDON, 4th February, 7.20 p.m.

DE WET GOING SOUTH.

It is officially reported that Commandant de Wet is moving southward.

CLEARING THE EASTERN TRANSVAAL.

Seven British columns in concerted action are moving to clear the Eastern Transvaal of the enemy and of supplies.

REUTER'S SERVICE.

LONDON, 3rd February.

FUNERAL OF THE LATE QUEEN.

The funeral cortege from Osborne to the quay was intensely impressive by its simplicity. After the procession through the streets of London, in which millions of absolutely orderly people were gathered, and a superb and impressive service at St. George's Chapel, Windsor, the coffin was conveyed to the Albert Memorial Chapel, where it will remain until Monday. The pageant in London was the most solemn and superb imaginable. The King and the Emperor William of Germany headed a brilliant cavalcade of Royalties; both wore the uniform of a British Field-Marshal. The weather was fine.

THE OPERATIONS IN SOUTH AFRICA.
De Wet has passed to the South of Thaba N'Chu with 3,000 men and many Cape carts, and several commandoes from the north and northeast of the Orange River are moving south.

ANOTHER MURDER IN THE COLONY.

SUPREME COURT MESSENGER STABBED TO DEATH.

Another murder—the third within a month, and quite as daring in its perpetration, so far as the meagre details that are at present obtainable go to show, as that of Yung Ku Wan, the reformer—has been committed in the Colony. The victim is Kwong Cheung, a well-known figure in the Kwong Court, where he was employed as a messenger. Yesterday morning, between ten and eleven o'clock, the unfortunate man was stabbed to death in his house at 149, Queen's Road East, three deep wounds being inflicted in the region of the breast. From the very daring of the murderer or murderers in selecting for the commission of his deed an hour of the day when everyone was active—a circumstance that lent every possible chance to their being captured, it is surmised that mere robbery was not the motive for the crime; probably jealousy will be found to have been a factor.

The police are very reticent on the matter, and we are consequently unable at present to give anything approaching complete details. From enquiries made, however, we understand that a speedy arrest is probable. Certainly there is very little chance that the guilty party has succeeded in making his escape from the Colony, as was the case with the murderer of Yung Ku Wan; the circumstances attending this latest crime are altogether too improbable for that. A speedy satisfaction of justice may therefore be hoped for.

SPECIAL MEETING OF JUSTICES.

ANOTHER APPLICATION FOR THE EASTERN HOTEL REVENUE.

A special session of His Majesty's Justices of the Peace was held in the Justice Room at the Magistracy yesterday afternoon to consider an application from one William Godwin for a publican's licence to sell and retail intoxicating liquor on the premises situate at houses Nos. 192 and 194 Queen's Road East under the sign of "The Eastern Hotel." Mr. F. A. Hazeland (Acting Police Magistrate) presided, and there were also present, Messrs. E. W. Mitchell, F. J. Buley, (De.) E. Clark, H. F. Looker, and C. A. D. Melbourne.

Mr. Buley, who appeared for the applicant, produced evidence as to character. Mr. Hazeland observed that this was the third time an application had been made for that house and refused. The objection was not as to the character of the applicant as to the situation of the house.

POLICE COURT.

Tuesday, 5th February.

Before Mr. Hazeland.

THE YAU-KUAT MURDER.

Ho Su, of no occupation and no fixed abode, and Wong Fung-chau, *sohi*, were again brought up in connection with the murder of Leung Hin, shopkeeper, at British Kowloon, on the evening of the 9th January. Mr. F. J. Buley, Deputy Superintendent of Police, proceeded with the examination of witnesses.

C. C. 305 said he found a chopper and cap K on a blood-stained piece of ground. He took the articles to Inspector Macdonald at the Police Station.

C. S. 254 gave evidence of the arrest of the first defendant at 108, Reclamation Street, on a charge of wounding Leung Hin. The prisoner, on being told what he was charged with said "No." Witness went into the cookhouse with the first defendant, and found there some clothes drying on a bamboo pole. He took the defendant and the clothes to the station. On shoes G. belonging to the defendant, which he was wearing when witness first entered the house, and which the latter took away from him, were bloodstained.

Other witnesses were heard for the prosecution, including Inspector Macdonald, of Yaumati, and Mr. Buley. The first defendant called two witnesses, but their statements did not in the least serve to weaken the evidence that had been adduced by Mr. Buley, and his Worship committed the prisoners for trial at the next Criminal Sessions.

BEFORE MR. KEMP.

REFUSING TO PAY HIS BROTHER'S BIDE.
Walter Hanson, stoker, H.M.S. *Centurion*, pleaded not guilty to refusing to pay his brother's hire, 20 cents, on the 4th inst., at Tein Tsa Tsai.

The complainant said the defendant engaged him to go to the Kowloon Dock, and when he got there offered him 20 cents. The coin was a brass one, and the complainant refused to take it. The defendant maintained that the money was quite good, and struck the complainant, who gave him in charge.

His Worship imposed a fine of \$3 or 10 days' hard labour, and 25 cents compensation to the complainant. The defendant paid.

SOLDIER CONVICTED OF THEFT.
William Fotherby, a runner in the Royal Artillery, admitted stealing a bed-quilt, value \$1, from Ahmed Dawoodjee, merchant, 5, Lyndhurst Terrace, on the 4th inst.

He was sentenced to 7 days' hard labour.

IN POSSESSION OF COUNTERFEIT COINS.
Chan Tong, of no occupation, was charged with feloniously having in his possession on the 4th inst. a greater number than five pieces of false or counterfeit coin, resembling or apparently intended to resemble or pass for the silver coin of the Kwangtung province. Sergeant Langley was the complainant.

He pleaded guilty, and was fined \$6 per coin—in all \$42—or two months' hard labour, the coin to be forfeited and destroyed.

STEALING FROM KELLY & WALSH.
Lai Tait, bookbinder, admitted stealing a quantity of paper of the value of about \$3 from Messrs. Kelly & Walsh on the 5th inst., and was sentenced to three weeks' hard labour.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day (Wednesday), 6th February, at 4.15 p.m.

ORDERS OF THE DAY.
1. Correspondence regarding the arrival immediately west of the Canton and Macao Steamboat Company's wharf.

2. Letter from Government relative to the appointment of an additional Inspector for the City Slaughter-Houses and Cattle Depot.

3. Reply from Government regarding Police supervision of the Animal Depots at Kennedy Town.

4. Reply from Government relative to stalls in public streets and footpaths.

5. Reply to the Board's recommendation relative to the nuisance existing on the hillside at Kennedytown and the malarious swamp situated beside the old glass works.

6. Reply from Government concerning the Government Analyst's monthly report on the water supply.

7. Report of the Colonial Veterinary Surgeon as to the lighting, &c., of the proposed New Western Market.

8. The Acting Principal Civil Medical Officer pursuant to notice will read—

(1) Were the plans for the new Western Market submitted to the Sanitary Board, and if so, when?

(2) Were any improvements in this plan suggested by the Board, and if so in what direction?

9. Suggestions by the Medical Officer of Health regarding Section 7 of the Buildings Ordinance.

10. Reply from Government relative to by-law 18 of the drainage by-law.

11. The Medical Officer of Health, pursuant to notice, will move—

That the Board again direct the attention of the Government to the urgent necessity for amending the law governing the height of buildings and for recommending that no building be permitted to be erected in future, to be greater height than one and a half times the width of the street on which it fronts.

12. Preliminary Report of the Select Committee appointed to draw up a scheme of sanitary improvements in the City of Victoria.

G. A. WOODCOCK, Secretary.

1. Application for permission to erect six water closets and six urinals at the new club house for the Club Germania.

2. Application for the erection of a building of a height of over 76 feet.

3. Report of a case of plague in the town of Singapore.

4. Report of a case of plague at Karachi.

5. Report of an outbreak of plague in Formosa.

6. Statement showing the number of plague cases and deaths in Bombay City, from November 18th to December 10th, and from December 11th to December 24th, 1900.

7. Further letters relative to cholera in Singapore.

8. Lime-washing returns for the fortnight ended January 26th, 1901.

9. Mortality returns from Macao for the weeks ended 18th, 20th and 27th January, 1901.

10. Mortality statistics of this Colony for the weeks ended 12th, 19th and 26th January, 1901.

LATEST STEAMER MOVEMENTS.

The N. P. steamer *Victoria* sailed from Tacoma for Japan and Hongkong on the 2nd inst.

The P. & O. steamer *Maasdam* left Bombay for Japan direct on the 2nd inst.

The N. Y. K. steamer *Mitsushima* (Bombay Line) left Yokohama via Tientsin and Singapore for this port on the 6th inst., and is expected to arrive here on the 22nd inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

EDUCATIONAL FACILITIES IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 5th February.

SIR,—I wish through your columns to thank the writer of the letter on the above subject which appeared in your issue of last Saturday under the name of "Interested."

The Bishop's remarks, denunciatory of the present system of mixed schools in Hongkong, have been read with feelings of pain and indignation by the foreign-educated Chinese here, and were more of them able to express their feelings in public print, the local papers would be overwhelmed with "copy" for their correspondence columns for many days to come. What grieves the Chinese more particularly is that the remarks under criticism have been uttered by the Bishop, who, in the same breath that he condemns the association of the races in the schools, announces he has spent more than half his life-time in teaching Chinese boys. If the Reverend Bishop's opinion of Chinese boys after having taught them more than half his life-time is that they are not fit to be educated side by side with those of his own race, then all I can say is that the sooner he directs his efforts to other more worthy channels, the better for him.

The Bishop says he did not know how the practice of co-racial education had grown up. Let me inform him that this practice had its origin from the sympathies of large-minded Christian men, those who immigrated and were responsible for the establishment of the educational institutions of this Colony, men who, though neither Bishops nor members of the clergy, possessed hearts that were not circumscribed by considerations of race or colour.

What, pray, are the Bishop's objections to the present system of mixed education? Is it on moral grounds? Can it be that he is afraid of the contact of Christianity with paganism, of co-existence with oriental civilisation? Is it the fear of western civilisation might not prove an equal match against eastern character and influence? The very fact of the Bishop and all those of his profession coming to Hongkong and devoting their energies to the teaching of the Chinese would plainly indicate that they regard their religion and civilisation as superior to those of the natives—why, then, should he object to every possible means by which the Chinese character may be uplifted? If western civilisation is superior to the eastern, they cannot do better than being thrown into mutual contact as often as possible, in order that the latter may be gradually uplifted to the level of the former.

The Bishop says (and I wish to lay special emphasis on this point) there was a gulf between the Chinaman as a Chinaman, and an Englishman as an Englishman, and he did not think it was good for English boys to be educated by the side with Chinese boys. Ought not the Bishop, considering his profession and avowed sympathies, to mourn over the existence of this gulf which tends to retard the millennium and universal brotherhood, as insulated by Scripture, instead of advocating a policy, the direct effect of which is to perpetuate and even accentuate this gulf? Or is it the Bishop's desire to see this gulf continue to the end of time?

Small wonder that the work of proselytism makes such small-like progress in Hongkong, when this racial gulf is openly acknowledged by its highest ecclesiastical authority, and yet even an indirect effort to enbridge it is roundly condemned.

In conclusion, let me suggest to the Rev. Bishop, to confine his efforts to the God-ordained work of teaching and uplifting the Chinese, and leave to others the work of creating and perpetuating racial distinction and prejudices, a spirit entirely opposed to the teaching of Christ and his disciples.

ANOTHER INTERESTED.

[We have received another letter on the same subject, which we propose to publish to-morrow.—Ed. D.P.]

FOOTBALL.

In the match H.K.A. F.C. v. R.E. Team to-day at 4.30 p.m. on the military ground, Happy Valley, the following will play for the Club:—Goal—Van der Horst; Backs—W.H. Russell and H. Penckney; Half-backs—W.H. Howard; J.W.C. Bonnier, and S.L. Jenkins; Forwards—It. Clapham; R.G.A. Capt. Tulloch, R.A., J.F. Noble, J.E. Lee, and A.R. Lowe.

HONGKONG VOLUNTEER CORPS.

The third competition for the Field Battery "Class" prizes took place at the Association Range, Kowloon, on Sunday, last. The attendance was small, and the shooting not up to the standard owing to a very tricky wind, chiefly at the 600 yards range. The following are the best scores in each class:—

Names.	200.	300.	400.	Net.
Gr. R. Lapsley.	27	30	26	83
Lt. Mossop.	25	31	24	82
Gr. Rattay.	24	29	25	78
Gr. Dabbs.	31	28	21	78
"C" CLASS AND RECRUITS.				
Gr. W. Duncan.	25	31	25	81
Gr. Pestonjee.	20	12	16	48

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without its greasy and clogging qualities. It prevents the hair from falling out, strengthens the hair, and for children it lays the foundation of a luxuriant growth. Also in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hutton Garden, London. (1432-1)

HONGKONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

The ordinary half-yearly meeting of shareholders in the above company was held yesterday at noon. The Hon. J. J. Kewick presided, and there were also present Messrs. N. A. Siebs, A. Haupt, R. Shawan, F. A. Gomes, and P. Witkowski (Directors), T. Arnold (Secretary), A. Tillet, Eric George, G. T. Veitch, F. Henderson, H. M. Mehta, S. A. Joseph, C. S. Sharpe, W. H. Purcell, A. H. M. de Silva, J. N. Goosman, D. E. Brown and E. J. Moses.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said:—If you approve, Gentlemen, we will take the report and accounts as read. I shall not detain you with many remarks, as the result of the half-year's working, and the present position of the company are so fully explained in the statements now laid before you that there is but little for me to comment upon. Your Directors are pleased that the improvement in the earnings warrants the payment of a bonus of two per cent. in addition to the usual dividend of eight per cent. for the half-year, and admits also of the substantial increase of \$50,000 to the equalisation of dividend fund. The suggestion that a further sum of \$70,000 be passed to this fund from the investment fluctuation account will doubtless commend itself to shareholders. Our investments have so largely increased in value and stand in our books at such favourable rates, that the sum of \$161,753.68, which will remain after the proposed transfer has been made, is, in the opinion of the Board, an ample reserve to meet any possible fluctuation in the value of investments, while the desirability of building up the equalisation of dividend fund as opportunity offers, to ensure the payment of regular dividends, will doubtless be apparent to all. With regard to the sale of the West River steamers and to our temporary withdrawal from this direct line on the West River, I may say that this course was adopted only after very careful consideration, but your directors hope that with the probable approaching settlement of affairs in the North, they may be able to resume the trade at an early date under more favourable auspices. The *Nanning*, the first of the new joint account steamers for the Canton and Wuchow line, has now been running for some time, and I am pleased to say, is a favourite boat with passengers. Under the new favourable regulations which we cordially look for there is but little doubt that these boats can be worked profitably. I may say that the current half-year has opened well, and as far as we can judge, there is every reason to expect that the improvement in our earnings will be maintained. With these few remarks, gentlemen, I would propose the adoption of the report and accounts as presented, but before doing so I shall be pleased to answer any questions which shareholders may wish to ask.

There being no questions the report and statement of accounts was adopted on the motion of the CHAIRMAN, seconded by Mr. Goosman.

On the motion of Captain TILLET, seconded by Mr. GEORGE, the election of Mr. Witkowski as a director was confirmed.

Messrs. A. O'D. Gourdin and F. Henderson were re-elected auditors, on the motion of Mr. JOSEPH, seconded by Mr. VEITCH.

The CHAIRMAN—Gentlemen, I am very much obliged to you for your attendance. That concludes the business. The dividend warrants will be ready to-morrow at ten o'clock.

SOUTH CHINA AND THE SITUATION.

A writer in the native journal, the *Sin Wen Pao*, under the heading "The Hearts of the Southern People," argues somewhat plaintively that the inhabitants of the South and East are now in a position where it is almost impossible for them to feel an unalloyed desire that peace should be speedily concluded. Unlike the rash and undisciplined hordes of the North, who rushed blindly into danger and excited the wrath of powerful adversaries without stopping to measure their own strength, or to count the cost, the authorities of the South have preserved intact their peaceful relations with the outside world, have refused to obey senseless orders, and up to the present have held their provinces free from the desolating power of the sword. The confusion which naturally followed the news of the first outbreak of disturbances gave place to comparative tranquillity as soon as the compact with the foreign Powers had ensured the peace of the South. Then those who had fled from their homes gradually returned and business enterprises revived and flourished. The news of the fall of Peking and of the flight of the Court filled the hearts of the loyal people with sorrow, and men wandered hither and thither like children in search of their mother, asking each other when peace might be concluded and feeling that unless that should take place speedily they would be like the Jews, a people without a land. Still, although the Imperial City had been desolated men had the satisfaction of feeling that their own homes and persons were safe. Now that the terms of peace have been made known and have been insisted upon as unalterable by the foreign authorities, the Southern people cannot refrain from speculating as to whether a conclusion of peace at such a price would be an unalloyed blessing to themselves. So long as the war goes on their own treaty of peace with the outside world holds good, and they are directly affected only by the wounding of national pride and by their sympathy with the afflicted provinces of the North. As soon, however, as peace is declared matters will assume an entirely different aspect. The fertile fields and prosperous industries of the South will be laid under tribute to replace the enormous waste for which the Southern people have been in no way responsible. The North, ravaged by famine and plundered by invading armies, like private fortunes and public revenues alike destroyed, will require several tens of years before she can even stand upon a self-supporting basis, to make no mention of her assistance to the payment in the indemnity. This will accordingly fall entirely upon the South. And not only this, but the relief of the famine-stricken provinces, all local claims for compensation, the expenses of the Court on its return journey, the repair of the Imperial palaces, and any funds which may be necessary for the inauguration of reform in the various departments of government, all these demands must be met by the people of the long-suffering South. Times they will become impoverished, and an ancient sage has said that when people are impoverished they will rebel. Thus the Southern people seem to be driven along the same path which has already been willfully trodden by those of the North.

BEWARE

of the Party offering imitations of MACNIVEN & CAMERON'S PENS. They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen. Sold at all Stationers.

MACNIVEN & CAMERON, Ltd., Waverley Works, Edinburgh. (1938-3)

THE MAGNA-CHARTER OF SHANTUNG.

On the 28th ult. we published a telegram from our Shanghai correspondent stating that Governor Yuan Shikai was inviting missionaries to return to Shantung, promising them and their converts full protection. In the *N.Y. Daily News* of the 30th ult. appears a letter from Mr. R. C. Forsyth at Chiao-chow enclosing the translation of a letter from Yuan Shikai to the representatives of the American Baptist, American Presbyterian, and English Baptist Missions, in reply to a letter from them making enquiries concerning the orders to the Christians to return to their future status, and other matters. This letter, says Mr. Forsyth, is perhaps the most extraordinary letter that has ever been issued by a responsible official of so high a rank as the present Governor of Shantung. It may be termed the magna-charta of Shantung, in so far as missionary interests in that province from a Protestant point of view are concerned. He continues: "Whatever may be the future position in this empire of this remarkable man, it is certain that he has shown himself clear-headed, far-seeing, and truly patriotic in all his dealings and doings in the terrible crisis which the Chinese Empire has just passed through. The writer, with others, probably owes his life to Yuan and cannot help therefore feeling due gratitude and interest in him, and this recent exhibition of what may be termed his 'good will' and 'democratic procedure' makes us all feel most devoutly thankful that we have to deal with one who has done so well by us and who appears so thoroughly worthy of genuine respect and trust."

Governor Yuan Shikai's letter is as follows:—"Your letter with enclosed list of the riots where your mission work is carried on was received yesterday and its contents noted. With reference to the cause of the rioting of the Christians in the 6th month (July, 1900), all Chiao and Hsiao officials on their own authority determined and arranged the matter in the hope of protecting the Christians. Their action was not on my instructions. On numerous occasions I ordered my subordinates to protect Christian interests, as you, reverend sirs, well know. As there is now no disorder from international friction, it is the more important that former treaty engagements be looked up and carefully observed. All pledges of Christians to recruit, whether given to officials or to persons acting as security, are of no force, and no further account is to be taken of them. I have in moreover instructed my subordinates to put out proclamations for the public information, lest Christians be subjected to hindrance or annoyance in the matter. You, reverend sirs, have been preaching in China many years and without exception exhort men concerning righteousness; your Church customs are strict and correct and all your converts may well observe them. In establishing your customs you have been careful to see that Chinese law was observed. How then can it be said that there is disorder? To meet this sort of calumny I have instructed that proclamations be put out. I propose hereafter to have lasting peace. Church interests will then prosper and your idea of preaching righteousness I can promote."

"The present overbearing is of a most extraordinary character. It forced you, reverend sirs, by land and water to go long journeys and subjected you to alarm and danger causing me many qualms of conscience. Everywhere (in Shantung) it is now quiet and the missionaries of Germany and France and other nations have returned to the interior to preach as formerly. If you, reverend sirs, wish to return to the interior I would beg you to first give me word that I may most certainly order the military to carefully protect and escort you.—With wishes for your happiness. Yours in reply, (Signed) 'YUAN SHIKAI.'"

"Chinanfu, 11th Moon, 27th day" (17th January, 1901).

DEATH OF "CAPTAIN STARLIGHT."

When the last Australian mail left Fremantle, an enormous sensation had just been created in Perth by the discovery that "Major" Pelly, who died some time before from a dose of poison, accidentally self-administered, and who up to the time of his decease was a member of the Civil Service of West Australia, and acted as secretary to the Government geologist, was the notorious bushranger Gordon, the original of "Captain Starlight" in Rolf Boldrewood's *Robbery under Arms*. In Perth it was recognised that the "Major" was a man of no mean attainments, and a particularly eloquent extempore speaker. Generally, he was very reserved, and only on rare occasions was he known to speak of himself. All the information that he ever volunteered was that he had seen active service, and in proof of this he displayed numerous bullet wounds. From the large quantities of papers found in his apartments after his death, it is clear that "Pelly" was highly educated and of extraordinary abilities. The police decline to disclose the contents of all the documents, and the full results of their inquiries, on account of the pain publicity would give to certain distinguished families in England and Ireland, but it has been gleaned that the real name of "Pelly" was Frank Pearson, and that he received a great part of his education at Rome. After a wild life in London, he emigrated to Australia, where in 1864 he joined a gang of bushrangers of which he speedily became the recognised leader. In spite of his associations, Pearson, alias Frank Gordon, as he was generally called, "Captain Starlight," did not display the coarser or more brutal instincts of the other outlaws; and finally there was a split in the gang, owing to the leader's opposition to the useless bloodshed. Henceforth the gentleman knight of the Road was associated with a young fellow named Rutherford, and the pair carried out a number of skilfully-planned and daring robberies of banks, and of gold while in transit from the diggings into the large towns. There was a reward of £1,000 offered for Pearson and £500 for his associate, when on a Sunday evening they were surrounded by the police, while drinking in a public-house. In making their escape "Starlight" was shot through the shoulder. The "Captain," having reached his hiding place in the mountains, sent Rutherford to a Frenchman, a publican, to obtain money, deposited with him, in order that the two bushrangers might decamp from a district which had become unpleasantly warm. It was late when Rutherford reached the landlady of the object of his visit, that worthy whispered to him to be quick, as the men in the bar. The young outlaw turned to do so, when the Frenchman, actuated no doubt by greed, throttled him from behind. In the struggle Rutherford's pistol went off, and he was shot through the brain. "Starlight" vowed vengeance, and before dawn one morning set fire to the Frenchman's house,

and stayed in front of the only outlet with a loaded revolver waiting for his victim. But the flames and reek of the fire drove him from the house, and he fled to the bush. The Frenchman escaped. Soon afterwards the "Captain" was surrounded by mounted police, and after a fierce struggle, in which he shot one of the constables dead, and was himself desperately wounded, he was captured. He was sentenced to death, but this was commuted to penal servitude for life. After serving sixteen years and four months he was released in 1884.

No one in the West Australian Civil Service had the remotest idea of the "Major's" real antecedents. With the skill and daring characteristic of "Starlight's" career throughout, he played a part and played it well.

RUSSIA AND CHINA.

Commenting on the agreement which has been concluded between Russia and China, which amounts in substance to the assumption by Russia of a protectorate over the province of Feng-tien, the southernmost and most important province of Manchuria, the *Times* declares that "a more complete abdication of the main prerogatives of territorial sovereignty by one State to another could hardly be devised."

It is hardly necessary to point out that this agreement is utterly irreconcilable with the professed attitude of Russia towards China, and the assurances she volunteered to the Powers in August, or with the reply to the Anglo-German agreement she gave as recently as the end of October. She has passed all along as the special friend of her southern neighbour, just as she passed as China's special friend when she saved Port Arthur from Japan in order to appropriate it herself. In her comments on the Anglo-German agreement she reaffirmed these principles in the most emphatic terms, and went out of her way to point out that Russia was "the first to lay down the maintenance of the integrity of the Chinese Empire as a fundamental principle of her policy in China." The present agreement shows the same in which Russia intends to treat these unsolicited and reiterated assurances.

It obviously conforms upon Russia all the "territorial advantages" in Feng-tien ordinarily involved in a protectorate with the least possible share of the corresponding disadvantages. It disturbs that "territorial condition" of the Chinese Empire, which England and Germany have declared it to be their purpose to maintain undiminished, and tends to lead to that partition of the Chinese Empire which Russia has declared she regards with aversion. By the third article of the agreement the signatories reserve to themselves the right to come to a fresh understanding as to the steps to be taken for the protection of their interests should any third Power use the complications in China to obtain territorial advantages "under any form whatever"—and this clause also applies of course to the Powers which subsequently adhered to that arrangement. As Russia, according to our correspondent, has obtained such advantages, the situation contemplated by the agreement between Great Britain and Germany seems definitely to confront us."

INTIMATIONS

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 & 62, DES VEAUX ROAD.

Telephone No. 187. Telegrams "Contract." W. S. BAILEY, M.E. MECH. E. E. O. MURPHY, WH. SC. A.M.I. MECH. E. Hongkong, 4th January, 1901. [13]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA. HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899. [3144]

怡和號

YEE SANG & CO.

COAL MERCHANTS

has always on hand LADGE STOCKS EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & Co. No. 144, DES VEAUX ROAD. [22]

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA

begs to notify, that who undertakes to give LESSONS in PIANOFORTE to Ladies and Children. Terms very moderate.

Enquiries by letter, care of Office of this Paper. Hongkong, 15th January, 1901. [219]

SIENTING.

SURGEON DENTIST.

No. 10, VAGUULAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, 23rd September, 1891. [248]

MITSUI BUSSAN KAISHA

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Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

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INTIMATIONS.

NOTICE.

WANTED—In the Office of the NAVAL STORE OFFICER, H. M. Naval Yard, TWO WRITERS, age not less than 18.

Apply personally between the hours of 10 and 11 a.m., bringing testimonials.

Naval Yard, 4th February, 1901. [417]

WANTED AT ONCE—For Manila.

A thoroughly experienced EUROPEAN BOOKKEEPER—one who has been employed in a large Retail Store preferred.

Apply to—Y. X., Care of Daily Press Office. Hongkong, 5th February, 1901. [414]

SINGAPORE MUNICIPALITY.

THE MUNICIPAL COMMISSIONERS

of SINGAPORE require the Services of a CLERK of WORKS on the projected extension of the Water Works into Kalang Valley.

The Salary of the Post will be from \$175 to \$250 a month, with Unfurnished Quarters.

Applicants must be competent Surveyors and levellers, and preference will be given to those who have had experience in Tunnel Work.

Applications, which will be received up till 25th February, should state age, qualifications and previous experience; be accompanied by copies of not more than four testimonials, and addressed to the undersigned, from whom or from Mr. S. TOMLINSON, Momb. Inst. C.E., Municipal Engineer, Singapore, further particulars may be obtained.

By Order, J. POLGLASE, Municipal Secretary.

Municipal Office, Esplanade, Singapore, 22nd January, 1901. [405]

THE TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

WANTED—An ASSISTANT MANAGER, Salary \$750 per month, with free Unfurnished House.

Applications and Copies of Testimonials to be sent to the undersigned.

Appointment to be taken up as soon as possible.

THOS. SCOTT, Chairman.

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one who has had experience in building Wharves and Docks preferred.

Applications and Testimonials to be sent to—THOS. SCOTT, Chairman.

891.

WANTED.

By a GERMAN LADY, a SITUATION as HOUSE-KEEPER or NURSERY-GOVERNESS.

Reply to—F. B., Care of Daily Press Office. Hongkong, 2nd February, 1901. [40]

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HONGKONG, SHANGHAI, SINGAPORE

MANUFACTURERS OF

IRON FRAME

PIANOS.

\$225, \$340, \$375, & \$400.

HAAKE, METZLER, WERNER.

WE personally searched Germany and England thoroughly and found nothing to come near these. They are altogether

UNEQUALLED IN THE COLONY.

Should be seen before buying.

Others by COLLARD, BRINSMEAD, RACHALS.

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if required.

Hongkong, 4th January, 1900. [2873]

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USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [1372]

QUAN WAH & CO.

DEALERS IN

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DESIGNS & PRICES ON APPLICATION at No. 4, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899. [1243]

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PRICE OF 12-BORE CARTRIDGE—Loaded with With Powder Powder only, and 1 oz. of Shot.

Primrose Cases \$5.65 \$7.40

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Ejector Brass Cases 6.90 8.65

5 per cent. discount on orders of 1,000 and over.

Apply to Wm. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July, 1897. [198]

AMERICAN SYSTEM

OF

DENTISTRY

AT No. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW (LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [7314]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. FARLANE, Manager. Hongkong, 17th February, 1899. [65]

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TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

STEMSEN & CO., Agents. Hongkong, 16th November, 1892. [29]

NORTH BRITISH AND MERICAN TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899 \$14,409,088.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

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PAID-UP CAPITAL... 687,50

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New and second hand Launches for Sale.
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H. F. CARMICHAEL,
B. J. BARLOW,
Hongkong, 1st June, 1899. [3421]

C. E. WARREN,
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tention. [99]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [7]

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JEWELRY, PEARLS, DIAMONDS,
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CLOTHS.
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We beg to inform the Ladies and Gentlemen
of this Colony that we commenced Business on
the 11th April, 1900, and we solicit their kind
patronage.
Nos. 1 & 3, D'AGUIAR STREET.
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [1]

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"BOA VISTA" HOTEL,
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THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
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Connection made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
MANAGER.
Telegraphic Address: "Boavista." [2549]

[ALL RIGHTS RESERVED.]
SIR OLIVER'S HOBBY.

BY
EVELYN EVERETT-GREEN.
(Author of "St. Wynfrith," etc.)

"I hate a man with a hobby," quoth pretty
Sybil petulantly. "I believe you care for your
stupid old stones and plants a great deal more
than you do for me."

Sir Oliver smiled patiently and indulgently,
trying hard to stifle the half formed thought
that perhaps there was some grain of truth in
this accusation. She had seemed such a de-
lightful, dainty, charming child when he met
her first, and he had fancied her not happy in
her surroundings; whilst she had seemed to be
so bright and content with him. Everything
had been *enchanting* in Wales; but somehow, now that
they were in London, and his visits were more
frequent, and the shadow seemed to have drifted between them.
He could not say exactly what it was, nor even
that she had changed towards him; but the
charm which had surrounded her at the first
seemed to be slipping away; and sometimes
instead of finding her little petulant
and wilful moods attractive and fascinating,
they rather irked and displeased him; and then
he blamed himself.

"You used to tell me that you hated idle men,
and that it was so delightful to find one who
had interests and hobbies. Don't you remember
how you once seemed so gleaming about the rocks
and seagulls with me, hunting for specimens
and taking care of them for me, whilst I went
after others? I always told you how I loved
my hobbies, and you were going to love them
too."

"O, that was all very well in Wales, where
there was nothing else to do; but in London it's
different. I like to go everywhere, and you
ought to show up and meet me; but you are
always burrowing in stuffy museums, or get-
ting amongst a lot of dull old fogies. I call it
too bad."

"But, Sybil, I always told you I was not a
society man, and I loved the better for it."
Sybil shrugged up her shoulders and pouted,
looking like a pretty spoiled child the while; but
her lover, quietly regarding her, began to feel
that he would like to see more womanliness and
less childishness in the girl he had wooed for
his wife.

"That is such a disagreeable way you have of
always quoting things I have said. As though
you were always in the same mood all one's life.
You might as well go about offering pepper-
mint balls and coffee to old fogies because they
might have said they liked them when they
were boys!"

"Well, well, well," answered Sir Oliver indul-
gently, "perhaps it is unreasonable to expect
people always to maintain the same standpoint;
but I did think that you were interested in my
collections, and that you would understand why
I sometimes wanted to get away from town, and
amuse myself in my old foggy fashion. I am
sure I told you that I never stayed in London
many weeks together. Come now!"

"That was before you were engaged," pouted
Sybil. "Of course, I thought you would change
your tastes and habits after that!"

Sir Oliver was not a very patient man; but he left the
house at last with a grave face and a sense of
disappointment. Sybil had been distinctly cross
and unreasonable, and had spoken words which
jagged upon his finer sensibilities and did much
to brush the bloom off his lover-like tenderness
of mood. For the first time, in spite of sundry
previous misgivings, he began seriously to ask
himself whether this engagement had not been
a mistake. It was a rather terrible doubt; for,
as a man of honour and of very chivalrous feel-
ings, he would never break the chain himself;
and he knew very well that a broken chain was
the only moderate means of escape. He was
about to come to Sybil's way again, and that her
family would never let her entertain any real
misgivings, even if such suggested themselves
to her.

Sir Oliver was not a very young man; indeed
he was approaching forty; and though still very
handsome and finely set up, he did not look any
younger than his years, for his hair had turned
very grey, though eyebrows and moustache were
as dark as ever; and his face was rather deeply
tanned with tropical suns and exposure to
weather in many extremes of climate. As he
looked at his face through his mirror that night
he heaved a little sigh.

"After all, I am getting to be a regular old
fogey myself. Well, well, I will go away for this
fortnight and make my collection of specimens;
perhaps Sybil will find she misses me a little af-
ter all, and will have a welcome for me when I
get back. But I will not trouble her with letters,
since she seemed not to care about hearing from
me. I shall take my young manhood at her word
for once. I don't want to be hard upon the child;
but there is such a thing as making things too
easy. Perhaps when I come back again she will
be in a better frame of mind."

Daphne Rutherford was driving homewards
along this rather unfrequented road, because she
had been paying a visit to a sick woman who
lived right in the heart of the wood. The track,
which was soft and sandy, and could not be
quickly traversed, led past the beautiful old ruins
of the ancient priory; and Daphne, who knew
and loved every stock and stone of the ancient
pile, turned her face smilingly towards it, and
wondered whether she had time just to run
across and prove about there for ten minutes.

Suddenly something like a muffled cry seem-
ed to break the stillness of the wood. It was
faint and uncertain, but it sounded like a
human voice; and Daphne turned her head
quickly towards the little group who were
perched up in the small seat behind.
"James, did you hear a call just then?"
"Please, ma'am, I don't think it was any-
thing," answered the boy in evident trepidation.
"It might have been an owl; and they do
say as folks hears and sees queer things in
the ruins at night, and I think we'd better
be getting on. It's rather late."

Daphne smiled, and pulled up the ponies.

A HELPLESS CRIPPLE.

N. Bengert, of Norborne, says:—For nineteen
months I lay a helpless cripple from Rheumatism.
The weight of my body was reduced from 170 lbs.
to 130 lbs., a proof of the terrible pain I had to
endure. During all this time, I sought a cure,
but after using everything I heard of, such as
baths, electric, Turkish Baths, and above
all useless employing physicians, I considered
myself incurable, especially so, when the last
physician told me that he would not accept any
more money from me, as the case was beyond
the human grasp. At this time I noticed your
advertisement in one of the morning papers. I
ordered Little's Oriental Balm with very little
hesitation, but I was surprised after using 2 to 3
bottles. I was greatly improved and the con-
tinued use of your wonderful remedy cured me,
with the help of God, of Rheumatism.
For my part I shall do all in my power to
spread its merits. Sold at 1s. 1 per bottle.
Agents for Hongkong:—THE VICTORIA
DISPENSARY, LD. [217-1]

"Jump down, James, to their heads. I am
going to see; but I won't be long gone. Per-
haps it was only an owl."

The boy, thankful not to be sent himself into
the haunted old ruin, obeyed with alacrity,
whilst Daphne sprang out of the carriage and
walked with her free elastic step in that direc-
tion. She moved with a peculiar grace of
action; she was tall, and her frame, though
slight, was firmly knit and instinct with
vigour and health. Her hair was of a
rich, bronze colour, very uncommon, that
could look almost black in shadow, and light up
to a ruddy gold when the sun shone upon it.
It was full of irrepresible waves and tendrils,
and however she dressed it, it always formed a
sort of halo round her face, a halo of little
tender curls that resisted damp and heat alike,
and softened the countenance they encircled
in a characteristic and bewitching way. The
face itself was rather square in outline, the
brow being full and wide, the eyes set rather
far apart, a dark pencilled grey in colour, and
the moulding of the chin and jaw being very
firm. But the mouth was full and gracious in
its curves, and the nose was short and straight
and, like all the other features, delicately out-
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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	RETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON	ALCINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 19th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 21st inst.
LONDON	LIJON	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
LIVERPOOL	CLAVOUS	Brit. str.	—	A. Kroch	BUTTERFIELD & SWIRE	On 16th inst.
BREMEN	HAMBURG	Ger. str.	—	J. McKennie	MELCHERS & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POPE, &c.	KANAGAWA MARU	Jap. str.	—	G. W. Gordon, R.N.R.	NIPPON YUSEN KAISHA	On 8th inst., at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	LAOS	Frise. str.	—	Flaudin	MESSAGERIES MARITIMES	On 9th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POPE, &c.	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 11th inst., at Daylight.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	SIAM	Ger. str.	—	Bable	CARLOWITZ & CO.	On 9th inst., at Noon.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	Proesch	CARLOWITZ & CO.	On 27th inst.
HAVRE, BREMEN & HAMBURG	FRIBURG	Ger. str.	—	Binzer	CARLOWITZ & CO.	On or about 10th Mar.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 15th Mar.
HAVRE & HAMBURG	BANBERG	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 25th Mar.
TRIESTE, &c. VIA PORTS OF CALL	SIBERIA	Ger. str.	—	Raskevich	SANDER, WIELER & CO.	On 14th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	MARIA TERESA	Aus. str.	—	—	DODWELL & CO., LIMITED	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL	POLARIS	Brit. str.	—	—	DODWELL & CO., LIMITED	On or about 26th inst.
NEW YORK VIA SUEZ CANAL	ALHONGA	Ger. str.	—	Petersen	CANADIAN PACIFIC R.R. CO.	On 15th inst.
YANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	A. Dixon	DODWELL & CO., LIMITED	On or about 10th Mar.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	Petersen	ARNOLD, KARNER & CO.	On 1st Mar.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	TEENKAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 9th Mar.
SEATTLE, V. S. M., NAGASAKI, KOBE & YOKOHAMA	AMERICA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	About 6th inst., at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
SAN FRANCISCO VIA AMOY, &c.	GALIC	U.S. str.	—	—	O. & S. S. Co.	On 14th inst., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	BELGIAN KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
YOKOHAMA & KOBE	CHIHAI	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	KWEIYANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
SHANGHAI	BENGAL	Brit. str.	—	—	P. & O. S. N. Co.	On 23rd inst., at Noon.
SHANGHAI & JAPAN	BOMBAY	Brit. str.	—	—	P. & O. S. N. Co.	On or about 18th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	KIAUTSCHOU	Ger. str.	—	—	MELCHERS & CO.	Quick despatch.
POOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	—	MIYOSU BUSSAN KAISHA	On 13th inst.
SWATOW, AMOY & TAIWANPOO	ANPING MARU	Jap. str.	—	—	MIYOSU BUSSAN KAISHA	On 20th inst., at Daylight.
MANILA, CEBU & ILOILO	KAIKONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	PERLA	Brit. str.	—	—	SHAW, TOMES & CO.	To-day, at 4 P.M.
MANILA	SUNOKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst.
MANILA	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SINGAPORE, PENANG & BOMBAY	BOMTIDA	Ital. str.	—	Sartorio	CARLOWITZ & CO.	On 13th inst., at Noon.

SHIPPING.

ARRIVALS.
Feb. 4, ONSANG, British str., 1,787, Young, Mo, 30th Jan., Coal.—JARDINE, MATHESON & CO.
Feb. 5, PHIA NANG, German str., 1,021, A. S. Calder, Bangkok 26th Jan., Rice.—MELCHERS & CO.
Feb. 5, ELSE, German steamer, 900, Petersen, Canton 5th Feb., General.—SIEMSEN & CO.
Feb. 5, KASHING, British str., 1,153, Somerville, Canton 5th Feb., General.—BUTTERFIELD & SWIRE.
Feb. 5, HUIHONG, British str., 1,267, Hall, Foochow, Amoy and Swatow 4th February, General.—DOUGLAS LARSEN & CO.
Feb. 5, HELIOS, Norwegian str., 533, Eitrem, Hongay 3rd Feb., Coal.—E. A. TRADING CO., LTD.
Feb. 5, HAMBURG, German str., 6,597, Kroch, Shanghai 3rd Feb., Mails and General.—MELCHERS & CO.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE, 4TH FEBRUARY.
Luna Layken, German str., for Saigon.
Kashing, British str., for Shanghai.
Kaifong, British str., for Manila.
Sandakan, German str., for Sandakan.
Daphne, German str., for Wuhu.
Kvarren, Norwegian str., for Portland.
Anping Maru, Japanese str., for Swatow.
Suzang, British str., for Singapore.
Prometheus, British str., for Singapore.
Hongkong, French str., for Hoihow.

DEPARTURES.
Feb. 5, TIENSIN, British str., for Kobe.
Feb. 5, TAIWAN, British str., for Canton.
Feb. 5, HAITAN, British str., for Swatow.
Feb. 5, PROMETHEUS, British str., for London.
Feb. 5, SUISANG, British str., for Calcutta.
Feb. 5, CEBU, American str., for Saigon.
Feb. 5, HONGKONG, French str., for Hoihow.

VESSELS IN DOCK.
ABERDEEN DOCKS.—Hansa.
KOWLOON DOCKS.—S.M.S. Hansa, Garonne, U.S.S. Lila de Lazon, Lohair, Nanyang, Kvarren, U.S.S. Benington, U.S.S. Brooklyn, Fausang.
COSMOPOLITAN DOCK.—Loyal, Hankow.

SHIPPING REPORT.
The British steamer *Faiching*, from Foochow, Amoy and Swatow 4th Feb., had strong moon, high sea and overcast from Foochow to Amoy. From Amoy to Swatow fresh northerly winds, moderate sea and fine, cloudy weather. From Swatow to port fresh N.W. wind, moderate sea and fine, clear weather. Vessels in Foochow—H.M.S. *Britannia* and French cruiser *Chassel Lambert*. In Amoy—H.M.S. *Argonaut*, S.M.S. *Scudler* and two Japanese men-of-war. In Swatow—S.S. *Hoihow*, *Paoting*, *Machew*, *Bealring*, *Foohang* and *Neuchwang*.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE HONGKONG, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING".....On 7th Feb.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of claims is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 5th February, 1901. [14]

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. The Company's Steamship

"PERLA" will be despatched as above TO-DAY, the 6th inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 5th February, 1901. [6]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

IN CONNECTION WITH THE NORTHERN PACIFIC RAILROAD COMPANY.

THE Steamship "TEENKAI" will be despatched for SEATTLE VIA SHANGHAI, NAGASAKI, KOBE and YOKOHAMA on or about WEDNESDAY, the 6th inst., at 4 P.M., taking Cargo to Japan and to Overland Points in the United States at Current Rates of Freight.

For further Particulars, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 5th February, 1901. [418]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA. THE Steamship

"POLARSTERNEN" will be despatched for the above ports TO-MORROW, the 7th February, and will be followed by the Steamship "POLYMER" and "GYMERIC."

For Freight, apply to DODWELL & CO., LTD., Agents.

Hongkong, 6th February, 1901. [118-3201]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "KIAUTSCHOU" OF THE HAMBURG-AMERIKA LINE, due here with the outward German Mail about the 5th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 2nd February, 1901. [8]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship "COROMANDEL" Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 16th February, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 4th February, 1901. [1]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR MARSEILLES AND LONDON. STEAMERS TO SAIL ON REMARKS.

MARSEILLES AND LONDON. { G. W. Gordon, R.N.R. } Feb. } Freight or Passage.

LONDON, &c. { COROMANDEL } Noon, 16th } See Special Advertisement.

SHANGHAI { BENGAL } About 16th } Freight or Passage.

LONDON { SHANGHAI } About 21st } Freight or Passage.

SHANGHAI AND JAPAN { BOMBAY } About 28th } Freight or Passage.

PAN { G.M. Montford, R.N.R. } Feb. } Freight or Passage.

PASSENGER SEASON, 1901. MARCH 30th; MARSEILLES AND LONDON DIRECT. Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 5th February, 1901. [1]

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

TACOMA 2,811 A. Dixon March 1

VICTORIA 3,502 J. Pantch March 8

DUKE OF FIFE 3,821 J. S. Cor March 15

GLENORIE 3,750 W. Frakes March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32. Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £55. The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other points on application. A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th February, 1901. [11]

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SILESIA { HAVRE & HAMBURG } On 9th } Freight and Passage.

FRIBURG { HAVRE, BREMEN & HAMBURG } On 27th } Freight.

MARBURG { (London with transshipment in Hamburg) } About 10th } Freight.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

EMPEROR OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb. 1901.

EMPEROR OF JAPAN. Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th Mar. 1901.

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th January, 1901. [10]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KANAGAWA MARU { MARSEILLES, LONDON, and } FRIDAY, 8th Feb., at } ANTWERP, VIA SINGAPORE, } DAYLIGHT.

JAMBA MARU { PENANG, COLOMBO & PORT } FRIDAY, 15th Feb., at } SAID } DAYLIGHT.

SADO MARU { MARSEILLES, LONDON, and } FRIDAY, 22nd Feb., at } ANTWERP, VIA SINGAPORE, } DAYLIGHT.

ROSETTA MARU { PENANG, COLOMBO & PORT } FRIDAY, 22nd Feb., at } SAID } DAYLIGHT.

KASUGA MARU { NAGASAKI, KOBE and YOKO- } FRIDAY, 22nd Feb., at } HAMA } NOON.

SYDNEY and MELBOURNE, via } FRIDAY, 22nd Feb., at } MANILA, THURSDAY ISLAND, } 4 P.M.

TOWNSVILLE and BRISBANE } Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 1st February, 1901. [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 6th February.

SACHSEN ... WEDNESDAY ... 20th February.

KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 6th March.

STUTTGART ... WEDNESDAY ... 20th March.

KONIG ALBERT ... WEDNESDAY ... 17th April.

PRINZ HEINRICH ... WEDNESDAY ... 1st May.

PREUSSEN ... WEDNESDAY ... 15th May.

HAMBURG (Hamburg-Amerika Linie) ... THURSDAY ... 18th June.

SACHSEN ... THURSDAY ... 27th June.

KIAUTSCHOU (Hamburg-Amerika Linie) ... THURSDAY ... 11th July.

Calling at Amsterdam.

ON WEDNESDAY, the 6th day of February, 1901, at NOON, the Steamship "HAMBURG" OF THE HAMBURG-AMERIKA LINE, Captain A. Kroch, with MAITS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be issued until 11 AM on MONDAY, the 4th February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 5th February, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 5th February.

Contents of Packages are required. No Parcel Receipts will be issued for less than 250 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be

